

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 08/26/2002

ANC02FA020 File No. 12121		03/06/2002	Barrow, AK	Aircraft Reg No. N208TF	Time (Local): 12:03 AST		
Make/Model:	Cessna / 208B				Fatal	Serious	Minor/None
Engine Make/Model:	P&W / PT6A-114A			Crew	0	0	1
Aircraft Damage:	Substantial			Pass	0	0	4
Number of Engines:	1						
Operating Certificate(s):	Commuter Air Carrier; On-demand Air Taxi						
Name of Carrier:	TATONDUK OUTFITTERS LTD						
Type of Flight Operation:	Non-scheduled; Domestic; Passenger/Cargo						
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter						
Last Depart. Point:					Deadhorse, AK		
Destination:					Same as Accident/Incident Location		
Airport Proximity:					Off Airport/Airstrip		
					Condition of Light: Day		
					Weather Info Src: Pilot		
					Basic Weather: Visual Conditions		
					Lowest Ceiling: Unknown		
					Visibility: 1.50 SM		
					Wind Dir/Speed: Calm		
					Temperature (°C): -12		
					Obstr to Vision: Fog		
					Precipitation: None		
Pilot-in-Command		Age: 50		Flight Time (Hours)			
Certificate(s)/Rating(s)				Total All Aircraft: 22000			
Airline Transport; Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea; Free Balloon				Last 90 Days: 165			
Instrument Ratings				Total Make/Model: 2000			
Airplane				Total Instrument Time: 1000			

The air taxi pilot was flying four passengers and cargo to a remote camp and airstrip surrounded by principally flat, snow-covered tundra. He had difficulty locating the airstrip due to ice fog and reduced visibility, and initially flew over the top of the runway. A passenger saw the airstrip, and about the same time, the camp operator radioed the pilot that the airplane had just passed the camp. The pilot made a descent and an approach to the airstrip, but the airplane stalled and collided with terrain about 1/4 mile short of the runway. The camp operator noted that at the time of the accident there was ice fog in the area, and a portion of the runway was not visible due to the fog. He estimated the horizontal visibility to be about 3/4 of a mile. Postaccident inspection of the airplane disclosed approximately 1/2 inch of ice on the airplane's left lift strut and main landing gear leg. The pilot said after the accident that either a cabin door or cargo pod door may have opened during the approach. Postaccident inspection, and interviews with passengers, disclosed no evidence of an in-flight cargo or cabin door opening, and crush lines on the cargo pod door are consistent with the door being closed at impact.

Brief of Accident (Continued)

ANC02FA020				
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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER CONDITION - OBSCURATION
3. (F) WEATHER CONDITION - ICING CONDITIONS
4. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH

Findings

5. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - SNOW COVERED

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's continued flight into adverse weather conditions, and an inadvertent stall. Factors associated with the accident are fog, obscuration, and icing conditions.